

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Poland	REPORT	
SUBJECT	Oder River Traffic Including Tugs, Barges, Shipyards and Harbors	DATE DISTR.	20 June 1955
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF INFORMATION TENTATIVE.

1. There are two Polish enterprises which are responsible for the traffic on the Oder River. One of these enterprises is called State Inland Navigation Company on the Oder (Panstwowe Przedsiębiorstwo Żegluga Śródlądowej na Odrze) with its head office on Malopolska Street in Szczecin (Stettin) and branches in Wrocław (Breslau) and Koszę (Cosel). The other enterprise is called Oder Waterways Administration (Zarząd Wodny na Odrze) with its head office in Wrocław and with a branch on Malopolska Street in Szczecin. The first named enterprise handles ship materials and transportation, while the last named enterprise is responsible for the harbors, shipyards, locks, etc.
2. Aside from the Polish traffic on the Oder, there is a varying Czechoslovakian and East German traffic on the river.
3. The Polish transport fleet on the Oder in the beginning of October 1954 consisted of 58 tugboats of various sizes and strength and about 400 barges in sizes between 450 - 850 dwt. About 75% of the tug boats were constructed after the war. Regarding the barge tonnage, about half of it was constructed after the war in Poland and Czechoslovakia. These post-war barges are constructed of iron. The older barges are constructed of wood and were delivered to Poland after the war from Germany and partly from the USSR.
4. In the years immediately after the war, many sought employment aboard the river vessels in order to make it easier to escape out of the country. Strong precautions against further escapes have now been introduced which have resulted in the tug boats and barges being almost always undermanned by 20 - 40 percent. In order to get employment on board a river vessel, permission must be obtained from the security police. The crews take part in loading and unloading the barges. The work must often be done manually since there is a scarcity of cranes and other technical equipment.
5. The larger tugs are generally able to tow four to five large barges while the smaller tugs tow between three and four barges.

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6. In Szczecin there are two shipyards equipped to handle repairs of tugs and barges. One is located in Gornoslaski harbor and the other in Goclaw (Gottzlow) at Huk. Both of these shipyards were plundered by the Soviets after the war and still have not attained the capacity they had before the war. As yet, new construction work cannot be performed at these shipyards.
7. In Nowa Sol (Neusalz) there is a dock and a one-ton crane for the repair of tugs and barges.
8. In Scinawa (Steinau) there is a small shipyard, a dock and four two-ton cranes. There are also large coal stores where the barges bunker and take in cargo.
9. The Oder Waterways Administration has its main installations for repairing and new construction of river vessels in Wroclaw. The construction and repair shipyards are located at different places along the beach of the Oder. New enlargement and construction work on these shipyards continues at a swift pace. It is reported that transport barges with their own propulsion machinery are constructed at these shipyards. These barges are being constructed for the Polish fleet.
10. Kozle (Cosel) has Poland's largest river harbor. It has a relatively large shipyard with three docks, one of which is controlled by Czechoslovakia. New constructions and repairs are carried on at the Czechoslovakian dock for their river fleet. The other two docks are controlled by Poland. These latter two docks, which employ a total of 600 men, have 11 cranes with varying lifting capacities. There is a conveyor belt for transporting coal and iron from barges to railroad cars and vice versa.

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